



# ATA Safety Information-Sharing

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# Overview

- **Background**
- **A History of ATA information-sharing**
- **AASES - *ATA Aviation Safety Exchange System***
- **Benefits**
- **Barriers**
- **Summary**



# Air Transport Association of America

- Since 1936
- 24 U.S. airline members
- 5 non-U.S. airline “technical” members
- Carol Hallett, President & CEO
- 130 staff
- 2 Regional offices (NY and LA)



# Background

- Since '89 - ATA safety agendas call for data/info collection, sharing and/or analysis
- 1995: SC and SAC approve Safety Data Policy Statement
  - Voluntarily collected data (incl. FDR) is “confidential”; not releasable to third parties
  - Member airlines strongly encouraged to:
    - Share incident data w/other airlines
    - Conduct periodic industry-wide reviews of data



# Background

- **1997: ATA Safety Agenda - “Develop and bring on-line an ATA Aviation Safety Exchange System (AASES)”**
- **Concurrently, Safety Summit and Aviation Safety Plan (1995) call for exchanging safety info**
- **FAA develops GAIN concept**



# A History of ATA Information-Sharing

- **Flight Safety Committee**
  - Originally, Flight Incident Review Group, then Flight Incident Review and *Analysis* Committee
- **Meets quarterly**
  - Discuss, exchange accident/incident information
  - Exchange in-house safety publications
- **Informal - no systematic, statistical analysis**

# AASES -- ATA Aviation Safety Exchange System



- **Automated database of merged, de-identified incident data**
- **Based, in principle, upon British Airways Safety Information System (BASIS)**
  - 5 ATA members (US, NW, TWA, CO, UPS)
  - Adaptable to any automated safety database
- **Looks at merged, de-identified data by:**
  - a/c type, incident category, incident type, location, frequency; bar graph or scattergram





# Benefits

- Identify trends not evident from single carrier's operations
- Alert operators to potential problems
- Benefits two-fold; data and resultant information can be used *to prevent accidents*:
  - Individually by members
  - Collectively by ATA councils, committees and staff for mutual needs, as desired
- In essence, a mini- GAIN prototype



# Barriers

- Technical issues not significant
- Principal Impediments are:
  - De-identification
  - Standardization
  - Legal issues



# De-Identification

- **Protects contributors**
- **Limits usefulness of information**
- **Never perfect**



# Standardization

- **Increases utility of information**
- **Often in opposition to:**
  - **Unique needs**
  - **Current programs**
  - **Current culture**



# Legal Issues

- **Protection against**
  - Regulatory action
  - Civil litigation (discovery/admissibility)
- **Alternative courses of action:**
  - Regulatory protection (FOQA rule)
  - Legislative action to limit discovery
  - Consider the benefits vs. risks and proceed



# Current Status

- **Developing limited prototype**
- **Proof-of-concept**
- **Qualitative assessment of benefits**
- **Build comfort level, trust among participants**
- **Anticipate one year (1999) to fully evaluate prototype**



# Summary

- **Not merely a data repository**
- **Must also develop an analytical capability;  
must convert data into *useful information***
- **Although there are liabilities, the potential  
benefits are substantial!**